

**MINUTES FOR
PROJECT ENGINEERS MEETING
Tuesday, October 30, 2001
10:00 am, Conference Room 'C'**

1. Branch Staff Meeting..... Tim Rountree
See copy of Branch Meeting notes distributed at the meeting
2. CADD & PC Update Randy Bissette
Randy has given everyone a handout on how to get information off the Roadway server. Let him know if you are having any problems. He is still working with squad leaders on how to set up their files. PAWS will be a new method of setting up the bar charts. He will be getting with each project group for training.
3. Texas Rail Detail and Usage..... Tim Rountree
When you receive a request to use this type of rail it should be used in low speed situations. We should touch base with Paul Simon when these are requested for FHWA approval. It has been crash tested for 45 mph.
4. FHWA Involvement in Projects Tim Rountree
If you have a structure that requires FHWA approval don't forget to invite Paul Simon to meetings involving these projects and send information for his review.
5. Bar Charts Ricky Keith
We will be getting a final copy of the Roadway bar charts shortly. They should include any changes that were discussed in the bar chart meetings. Ray passed out a tentative list of changes to you earlier. If there are discrepancies please coordinate with the Roadway Project Engineer. Also adjust your bar charts accordingly.
6. Plan Checking Help Ricky Keith
If the paperwork goes through personnel Cliff Carter will be coming back to work with us on a part-time basis. He will be working in production as a plan checker. I will coordinate with the Project Engineers to provide a list of available work that you may need help with. Hopefully this will free up some of your technicians for other assignments.
7. Differential Deflection.....Rodger Rochelle
See handout of October 18. There may be a problem with differential deflection especially on longer spans when we have a closure pour. A two-dimension STAAD model is available for use in taking the frame action into account. If deflections differ on adjacent girders by more than 1" please check on these.

8. Shoulder Piers..... Ricky Keith
Refer to memo dated 6/16/98 entitled "Elimination of Bridge Shoulder Piers." Please continue to look for situations where we can eliminate shoulder piers. We are still seeing plans turned in where this was not done. Be sure to communicate vertical clearance requirements to Roadway early on in the design process.

9. Steel vs. Concrete Ricky Keith
When investigating design options for structures do not immediately rule out the use of steel because you feel it is more expensive based solely on square foot cost. In your review of preliminary designs consider what other structures on the project are designed of, transportation and erection of the girders, elimination of substructure units, vertical clearance requirements, bridge geometry, etc. Feel free to discuss options with me.

10. Other
RVK - you should be receiving a copy of the memo from Becky Keith on Evaluation of Probationary Employees.

TVR - Pipe piles in corrosive environment - this is not a good situation. A better solution would be to jet concrete piles into place or use drilled shafts.

Rodger - High Performance Steel - for hybrid girders see Rodger for changes in the Special Provisions.

Radiographic testing of butt welds Special Provisions must be added for any high performance steel bridge.